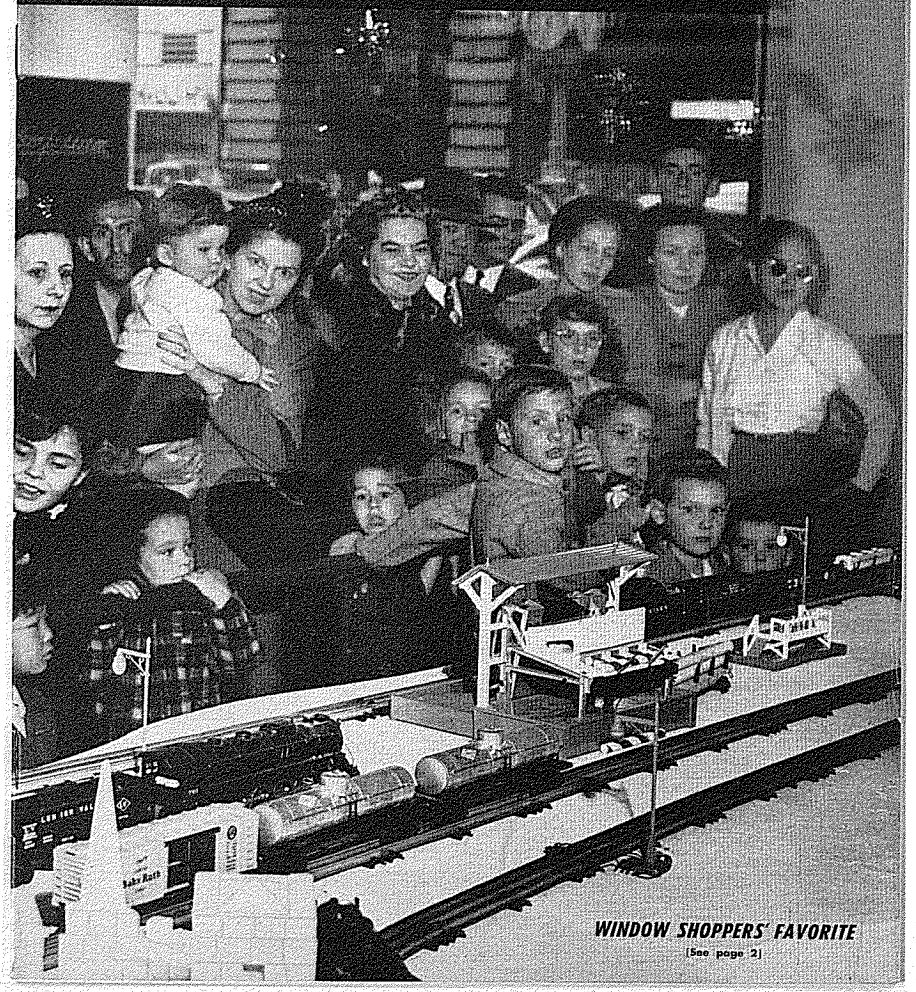
Southern Pacific Bulletin

PACIFIC LINES NOV. — DEC. 1948



WINDOW SHOPPERS' FAVORITE

[See page 2]

Southern Pacific Bulletin

Vol. 32 Nos. 11-12

E. G. FITZPATRICK, *Editor*

Published bi-monthly at 65 Market Street, San Francisco, by Bureau of News, for free distribution to, and in the interest of, men and women of Southern Pacific Company.

Your Bulletin Reporters

THE *Bulletin* staff is grateful to the following for many of the news items and photographs in this issue:

Howard Bailey.....Portland
Al Bouchard.....Tucumcari
María Cantú....Alhambra Rdhse. LA
J. A. Collins.....Sacramento
Madelon Crawford.....Roseville
Raymond T. Dalley.....Phoenix
Fred Davis.....Portland
Ray Dettling.....Engineering, SF
Gene Egan.....Motive Power, SF
Margie Evans.....Gen. Aud., SF
George Frey.....Aud. Disb., SF
Max Gardenswartz.....Sparks
A. W. George.....PFE, Sparks
C. M. Gerhart.....PFE, Roseville
D. Giannotti.....Sparks
Myrtle Gorman....4th & Berry, SF
Louise Greco...Aud. Pass. Accts., SF
F. L. Griggs.....Sacto Shops
Robert Hall.....El Paso
Irene Hanke.....Motive Power, SF
"Sparky" Hellbron.....Roseville
Clara Heinrich.....Misc. Accts., SF
Joe Hochschild.....Los Angeles
George Houseman...Pass. Traffic, SF
Harold Jaeger.....San Luis Obispo
Ellen Kafer.....Dunsmuir
Leo Keller.....Brooklyn Stores
G. B. Knudsen.....Supt's Office, SF
Ida Lanning.....4th & Berry, SF
H. L. Loretz.....Telegraph, SF
Carol Machol.....Gen. Freight, SF
Leroy Magers.....Tucson
F. K. Mahre.....Los Angeles
Ethel McQueen.....Stockton
Clint Mecham.....Ogden
Joe Murphy.....Advertising, SF
Hugh O'Neil.....Ogden
Dan Parker.....Bakersfield
Verna Ralff.....Sacramento Stores
John Rhoads.....SP Club, Sacto
Al Rommel.....Los Angeles
Fred Romani.....Bayshore
Dan Rose.....El Paso Shops
Des Sekany.....Aud. Frt. Accts., SF
Gertrude Smith.....PFE, SF
Dick Stephens.....Ogden
E. R. Stevenson.....Tracy
Harley Talbot.....Dup. Bur., LA
Dave Welch.....Tracy
Rosaline Whyatt...PFE, Los Angeles
W. M. Williams.....Bakersfield



WALT WILLIAMS gets credit for the news items you read about SP folks at many San Joaquin Div. points. Walt is accident clerk in the Supts Office, Bakersfield. Started in 1936 as extra trucker at Fresno freight warehouse, held various positions there and at Reedley, Delano, Edison and other stations, went to Bakersfield in 1941. Was called in 1942 to do a three-year hitch in the Army.

Season's Greetings

To Southern Pacific Men and Women:

To you and your families goes my hearty wish that your Christmas may be joyous and your New Year filled with happiness.

May the spirit of teamwork and good will continue to prevail among us throughout the coming year.

A. T. Mercier,
President

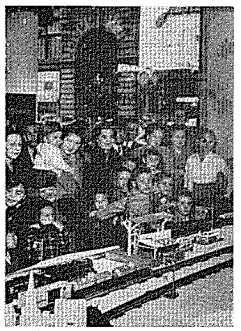


IN THIS ISSUE

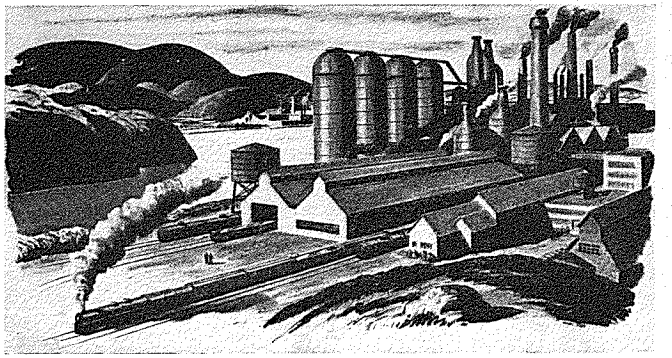
ONE simple statement with which all of us will readily agree is that our welfare depends upon the prosperity of the territory we serve. For us this territory is a 2,000-mile crescent served by our Pacific Lines, curving from El Paso to Portland and Ogden through the states of New Mexico, Arizona, California, Nevada, Oregon and Utah. How this territory is continuing to grow industrially at a pace even faster than during the war years is told in the article, *Bigger All the Time*, starting on the opposite page.

Below on this page is Season's Greetings from President A. T. Mercier. To these we add the best wishes of the *Bulletin* to all our reporters, contributors and readers for good health and good cheer for Christmas and the New Year.

OUR COVER PICTURE



THE time-proven fascination of railroads for young and old is illustrated in this candid picture of Christmas shoppers enjoying the elaborate model train display in the window of the Emporium, one of San Francisco's big department stores. Of all the delightful, colorful store window displays, none draws bigger and more enthusiastic crowds than those featuring the tiny trains. To get this picture Photographer Bill Maloney set up his camera in a semi-concealed spot behind the display and operated the shutter by remote control from a point outside the window.



BIGGER ALL THE TIME

By Leaps and Bounds the West Keeps Growing And Southern Pacific Does Its Part to Help



INFORMATION for the following article was derived from an address by Vice President D. J. Russell in Chicago a few weeks ago before a convention of representatives of American life insurance companies. Title of his talk was "Southern Pacific's Relation to the Industrial Development of the West."

GENEROUSLY endowed with rich natural resources, the West continues to grow industrially at a rapid and steady pace. And Southern Pacific, which helped open and settle the territory, is taking active part in nurturing its growth. Since V-J Day we have helped establish, on our lines, an average of three new industries per day.

Near the close of the war there were predictions that the West's mushroom industrial boom of the war years would die as suddenly as it had been born; that the population which had been attracted by shipyards, airplane plants and other wartime production concerns would quickly fade with the coming of peace. These predictions have not come true.

Apparently a great number of those who came to work in our wartime industries liked our part of the country and stayed. Other thousands who passed through the West and Southwest as members of the armed forces returned to make their homes as civilians. Many already possessed skills in trades and professions; many others acquired special training in the Army and Navy and through wartime industrial employment. They formed an enormous new industrial employment pool, and with their families created a vast new consuming market.

New enterprises were founded and old established concerns were expanded, providing employment for these millions of new residents. Diversified industrial development grew rapidly with the population to insure a sound economic footing for the West and Southwest.

In this endeavor Southern Pacific has cooperated in every way and is continuing to do so.

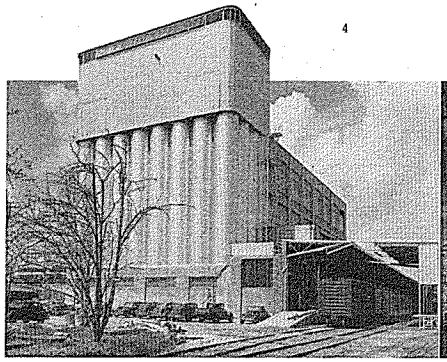
Railroads are among the biggest customers of industry in the United States. They purchase everything from locomotives to toothpicks, and the cost of nearly every item on the list has increased steadily in the last few years. Present plans for the much-needed improvement of transportation facilities cannot be financed unless railroad securities pay moderate dividends.

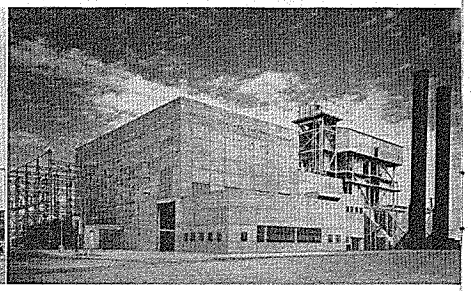
Phoenix Republic.

Being the newest part of our country, the West and Southwest still have almost unlimited room for growth. They are fortunate in their gifts of natural resources, as yet not fully explored. These factors, combined with the energy and drive of their people—a trait inherited from the covered wagon pioneers—give them reason to look to the future with confidence in their ability to progress. California, for example, now in its centennial year, has a population of over ten million and is pressing toward the rank of the second most populous state in the Union.

Figures recently released by the Bureau of Census show that the population gain from the 1940 census to July 1, 1948 in the eight western and southwestern states serviced by SP was about 27 per cent. The gain for the nation as a whole was about 11 per cent. Compared with the 1930 census, population in the states served by our railroad has increased 47 per cent, whereas the gain in the United States as a whole was only about 19 per cent. The population growth in these states since 1940 represents about 35 per cent of the population growth in the entire nation.

The housing shortages of our nation and the increasing need for building materials of all kinds focus attention on the mammoth lumber industry of the Pacific Northwest, centered in the immense forests of Oregon, the hub being





Agricultural productivity of the fertile San Joaquin Valley is tied in with the two new industrial plants shown here. At left is the immense food-processing plant of General Mills at Lodi, which opened last June. At right is the Kern steam plant of Pacific Gas & Electric Company near Bakersfield. First unit (101,000 hp) was completed last May; second unit (134,000 hp) will be completed in Spring of 1950. Power, like railroad transportation, is a prime essential to industrial expansion. PG&E, like Southern Pacific, has been carrying out a huge expansion and improvement program since war's end to increase Northern and Central California's power supply.

in and about Eugene. More than 260,000 cars of lumber and other products of forestry were loaded on our lines in Oregon last year, an increase of about 81,000 cars, or 45 per cent, over the prewar year of 1940, and this year's carloadings are even higher. In this area the number of mills located on our lines rose from 400 in 1944 to 715 by 1947.

Allied with lumbering are the great new plywood mills of the Pacific Northwest, among the postwar industries which are bringing new diversity to strengthen the West. Other new industries include large aluminum and other light metal, as well as new iron and steel fabricating plants.

Amazing Changes

Another outstanding example of changes brought by the years is found in the Beaumont-Yuma area of southern California and just across the border of Arizona. When Southern Pacific extended its lines into this region in 1877 it was a desert wasteland. Now, with life-giving water from the Colorado River, the Coachella, Imperial and Yuma Valleys are vast gardens and are among the most productive areas in the world.

Along our lines in southern Arizona and New Mexico there is again substantial growth. In the Salt River Valley near Phoenix, for example, irrigated lands produce lettuce, other fresh vegetables, melons and cotton. There is considerable livestock activity throughout this area. Copper mining and smelting are important revenue-producing industries and new copper deposits with a promise of large-scale production are under exploration.

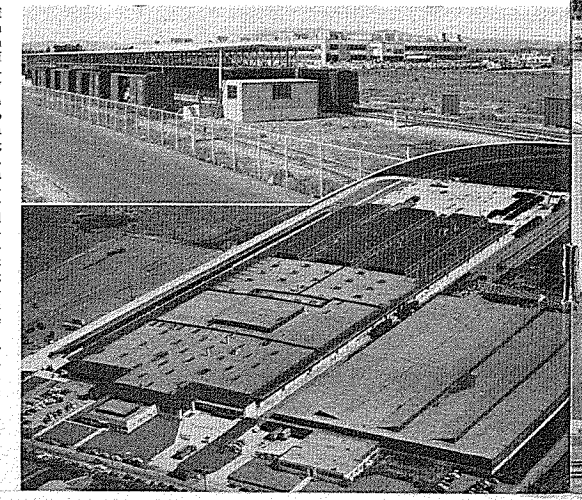
To handle our tremendous postwar traffic we have been replacing and augmenting our rolling stock at every possible turn. The amount we have spent or authorized for expenditure on freight and passenger equipment since V-J Day now totals over 217 million dollars. The travel demand is much heavier than before the war. Last year we rolled up a total of more than three and a quarter billion passenger-miles, about double the immediate prewar load.

Indicative of traffic and production activity of the areas we serve are the increases in net ton miles hauled by America's railroads last year contrasted with 1940. The Eastern District was 50 per cent, the Southern District 73 per cent, the Western District 93 per cent.

Southern Pacific is backing its confidence in the growing West with dollars —millions of them. That confidence is based on the knowledge that the areas we serve have all the essentials of a great new empire.

With a sound financial base, we can continue to expand our services, improve our trains, and fully meet the transportation impact this tremendous industrial growth entails.

West's industrial growth is typified by industries shown below and on opposite page. Below are General Motors new plant at Los Angeles and airview of Dodge plant at San Leandro, both served by SP. At right are one of many lumber mills in the Pacific Northwest and the Owens-Corning Fibreglass plant near San Jose.



J. M. Vonau, Jr., Named Asst. to Vice-President

APPOINTMENT of J. M. Vonan, Jr., as assistant to vice-president, system passenger traffic, was announced in November.

Vonau had been general passenger agent in charge of rates and divisions, headquarters San Francisco, since September 1946, after long service on our lines in Texas and Louisiana. He joined T&NO in 1917 as junior clerk in the General Passenger Office at New Orleans, where he advanced to assistant general passenger agent in 1928. He went to Houston with the same title in 1939 and in 1943 became chairman of the Southwestern Passenger Association at St. Louis, the position he held before coming to San Francisco.

Petersen Gets New Freight Claim Job

APPOINTMENT of C. J. Petersen to the newly created position of assistant freight claim agent was recently announced.

Petersen started with Southern Pacific in 1914 as a clerk in the Freight Claim Department in San Francisco. He filled various clerical positions and served as investigator and claims adjuster before being appointed assistant to the general freight claim agent in 1945. He had been chief clerk of the Freight Claim Dept. since April, 1948.

Competitors, But Working Together

"THERE are more than six hundred different railroads in the United States. In their service and operation they compete with one another—vigorously—but at the same time all of them work together to provide a service that is nation-wide—indeed, continent-wide. Any shipper on any railroad can load a car for through movement to destination on any other line. That's a familiar fact which most of us take for granted because it is so familiar. Yet, to producers it means nationwide markets. And to consumers it means the widest possible choice in the selection of the things we buy and use.

Yes, the fact that railroads handle each other's cars is familiar—but just think what a lot of standardization and cooperation it calls for among a lot of railroads, especially at those centers and junction points where railroads meet. You can think of these junctions as the connecting links that tie together the network of rails—the network which, as Colonel Johnson of the Office of Defense Transportation so truly said, has helped to keep this nation united—and which today makes possible the nationwide commerce which is one of the big reasons why Americans produce more and live better than any other people on earth."

—From a message on the "Railroad Hour" program, Oct. 25.

What goes on at the world's largest ice manufacturing plant was witnessed by members of the Office Supervisors Council of SF, when they visited the PFE plant at Roseville as a feature of their November meeting. The visit was under the guidance of G. P. Torburn, general supt., PFE car dept. At its October session, the council heard an interesting talk by Len Mayrisch, manager of freight protection and station service, on its functions and the campaign to cut freight loss and damage.

Sines Succeeds Small As SPdeMex President

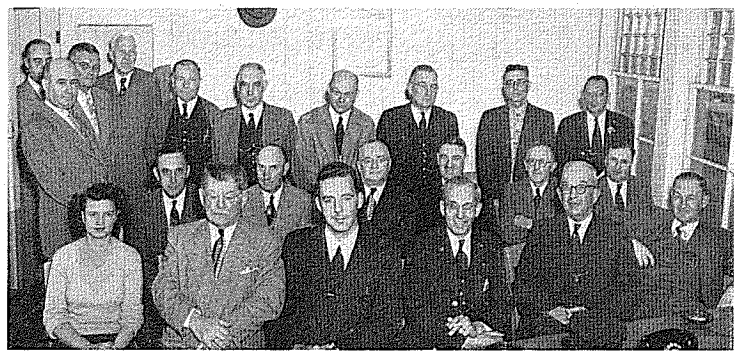
RETIREMENT of J. A. Small as president of Southern Pacific Railroad Company of Mexico and the election of B. S. Sines to succeed him was announced in November.

Having started with Southern Pacific Company in 1895 as a call boy, messenger and telegrapher, Small closes an active railroad career of 53 years, 39 of them with the SPdeMex. He went to that company in 1909 as assistant to the chief engineer, was made general manager in 1925, vice president in 1936 and became president in 1940.

Sines has been vice president of Southern Pacific of Mexico since April of this year. He began work with the Southern Pacific Company in 1925 as an instrumentman in the Engineering Department, became an assistant engineer and in 1933 was made an executive assistant in San Francisco. He was, successively, trainmaster, Sacramento Division; assistant superintendent, Tucson Division; superintendent, Salt Lake Division and an executive representative in San Francisco prior to the appointment as vice president of SPdeMex.



"Fun With Trains" is the name of a booklet the Kellogg Company of Battle Creek, Michigan, is planning to offer as a premium with cereal box tops. Designed to arouse father-and-son interest in railroads, the booklet was prepared by the editors of *Trains* and *Model Railroader* magazines. Illustrated with photographs and drawings, the new booklet covers locomotives, freight and passenger cars, switching and signal operation. A section also is given to building a model railroad.



MEETINGS HELP TRAINMEN FIND ANSWERS

PASSENGER conductors and brakemen, whose day's work includes answering customers' questions, are going to have a chance to ask a few themselves.

A series of question-and-answer meetings is planned for principal terminals throughout the railroad in 1949, at which trainmen will hold across-the-table discussions with representatives of the Operating, Passenger and Accounting departments.

The purpose of the meetings is twofold: To solicit suggestions from trainmen on the basis of their direct contact with the traveling public; and to discuss instructions issued by the Passenger and Accounting departments when such instructions might not be clearly understood.

An initial meeting was held in San Francisco on November 16 under the chairmanship of Superintendent J. J. Jordan, Coast Division, and attended by those shown in the picture above. Front row, left to right: Mary Roberts, trainmaster's clerk; J. J. Jordan; R. Q. Burley, assistant trainmaster; Conductors W. L. Rundle, A. W. Basham and Frank Doyle. Second row: F. W. Mace, trainmaster; H. F. Frank, chief clerk, conductors bureau, Aud. Pass. Accts.; L. E. Culligan, assistant auditor of passenger accounts; Clyde Cook, human relations conference leader; Conductors A. W. Taylor and L. F. Parr. Standing: Stanley Moore, training supervisor; J. A. McKinnon, asst. supt., Coast Division; B. S. Quayle, supervisor of train service, Passenger Dept.; E. F. Philbrick, special assistant, Passenger Dept.; Conductors T. P. Lyons, W. L. Foster, W. L. Anson, Lee Ewers, P. L. Burnett and E. G. Norton.

Brakemen and conductors attending a second meeting, held on November 20, included A. S. McNab, M. R. Harrington, W. L. Rundle, J. T. O'Connor, E. M. Kelleher, Marshall Granros, Frank Lang, J. C. Cuneo, F. R. Webb, H. M. Leal, F. O. Schrader, I. J. Johnson, G. W. Peck.

Claims Department Personnel Changes

RETIREMENT of W. M. Lyles as district claims agent, El Paso, and new appointments in the Claims Department, were announced in October.

Lyles' railroad service began in February 1922, following some years in the private practice of law, when he became head of the Claims Department of the El Paso & Southwestern Railway. When that road became part of Southern Pacific he was placed in charge of the claims office at El Paso.

E. H. Goins, who was claims agent at San Francisco, succeeds Lyles; R. M. McDaniel, former claims agent at El Paso, succeeds Goins; K. W. King, former claims adjuster at El Paso, succeeds McDaniel; and Wallace E. Purtell succeeds King.

Other recent appointments included Arthur L. Blackmon to claims adjuster at Los Angeles, and Alan C. Thomson to claims adjuster at Bakersfield. Thomson succeeds S. G. Chamberlin who previously was promoted to claims agent at Bakersfield.

Executive, Accounting Promotions Announced

APPOINTMENT of Jay C. Jaspar to executive assistant, Office of President, was announced in October. Herman A. Nelson succeeds Jaspar as assistant to general auditor, and A. L. West succeeds Nelson as assistant to assistant general auditor.

Jaspar started with SP as a mail handler on Western Division in 1922. After holding various positions in freight stations on that division he transferred to the Accounting Department in 1929 as a clerk in Auditor Miscellaneous Accounts. Subsequently he held the positions of assistant chief clerk, traveling auditor, special accountant and assistant to assistant general auditor. He had been asst. to general auditor since 1947.

Nelson began his railroad career in 1927 as a junior clerk in Auditor Passenger Accounts, where he held various clerical positions until 1939, when he was made special accountant. He had been assistant to assistant general auditor since 1947.

West has been with SP since 1922, starting as junior clerk in the Assistant General Auditor's office, and filling clerical positions until becoming special accountant in 1939. He was made bureau chief clerk in 1941 and since 1942 had been assistant chief clerk to assistant general auditor.

There are 226,000 miles of railway lines in the United States, but the total length of all tracks operated by the railroads, including main tracks, parallel tracks, yards and sidings, amounts to nearly 400,000 miles.



OPERATING AND TRAFFIC REPRESENTATIVES AT FREIGHT CLAIM PREVENTION MEETING IN LOS ANGELES (STORY BELOW).

FREIGHT CLAIM PREVENTION DRIVE

IN an intensive effort to make every Southern Pacific employe "claim conscious," the Loss and Damage General Committee is carrying out a program of meetings with division and agency forces at various points on Pacific Lines. Len Mayrisch, manager of freight protection and station service, is chairman of the committee.

Among recent meetings was the one pictured above at Los Angeles, showing members of the committee with superintendents and staff officers of the Los Angeles, Tucson and San Joaquin divisions, agents, PMT representatives, as well as Southern District general and local traffic officers. Freight claim prevention covers a wide field, and the subjects discussed ranged from the handling of frozen food shipments and showing of educational films to packaging methods and improvements in equipment and buildings.

The general committee is working closely with division and local loss and damage prevention groups in its aim to accomplish reduction in loss and damage claims. It is anticipated that the joint meetings will produce the hoped-for results.

"First-hand knowledge of local problems and information from those directly involved in railroad operations are essential to obtain the desired improvement in prevention of loss and damage," Mayrish says. "The suggestions and ideas being advanced for consideration by employes over the railroad are appreciated and are proving extremely helpful in furthering our program."

At the speakers' table were (facing camera in above picture, left to right) J. M. Holt, general master car repairer; E. J. Becker, asst. general purchasing agent; George Nelson, auditor miscellaneous accounts; V. F. Frizzell, freight traffic manager; W. G. Paradise, container engineer; L. Mayrisch, manager, freight protection and station service; T. A. Fanté, chief clerk, FP&SS; R. N. Kilgore, secretary to manager, FP&SS; J. M. Day, asst. general storekeeper; L. B. Young, vice pres. and general manager, PMT; (not shown) Heber Smith, freight claim agent.

MARCH OF DIMES

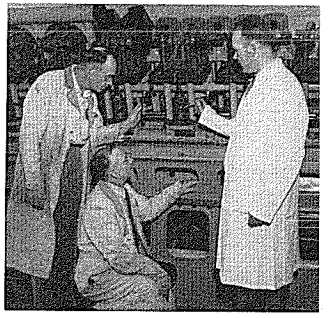
Your help in the March of Dimes — January 14-31 — will be urgently needed.

Infantile paralysis again has dealt the nation a heavy blow. Recent indications are that the toll of the disease in 1947 may approach the 1946 total of 25,191 cases, second worst year in the history of polio in the United States.

In the last six years approximately 100,000 persons, mostly children, have been stricken by this crippling disease. The March of Dimes, which finances the care and treatment programs of the National Foundation for Infantile Paralysis and research projects to find a preventive or cure, affords the only hope of recovery for many of these unfortunates.

Get off a dime—get off a lot of 'em—to the March of Dimes between January 14 and 31.

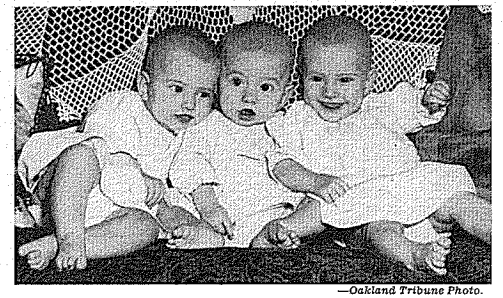
"Main Line" is the title of a book written by E. L. King, retired Portland Division superintendent. Presenting the memoirs of a man with 50 years of SP railroading, the book contains personal and historical anecdotes, dramatic incidents involving trainmen, conductors, dispatchers, roadmasters, section foremen, mechanics and construction gangs.



DIESEL "STUDENTS" who recently completed a two-week intensive course in the construction, operation and maintenance of diesel-electric locomotives at the Railroad Diesel School in the Schenectady, N. Y., plant of American Locomotive Co., are H. O. Weidenbach (left), electrician, and L. E. Vine, department foreman, both of Oakland. At right is S. E. Lodge, instructor.

Christmas Came Early for Richard Vargas, mechanic at the PFE Shops in Los Angeles, through an experience that proved the friendship of his fellow workers. Vargas lost his wallet shortly after cashing his paycheck, a loss that loomed large in terms of household necessities and Christmas for the children. But when advertising failed to return the money, fellow employees chipped in and presented Vargas with a Christmas gift —the same amount he lost.

Commander of Rose City Post, American Legion, Portland, for 1949, is Cecil E. Larson, fuel oil clerk. Larson served overseas in the first World War.



—Oakland Tribune Photo.

SP customers Beverly Gaye, William Ray, and Janyce Faye, 5-month-old triplets, were completely satisfied with our service after a recent cross-country trip with their mother, Mrs. Edward B. Ott (story below).

"HEAVENLY BUNDLES" KEEP TRAINMEN BUSY

A SUBJECT not discussed at the meetings between trainmen and representatives of the Operating, Accounting and Passenger departments (see page 6) is how to take care of infant customers. There's no need to—the fellows know all the answers.

Two recent incidents which prove the point were a cross-country journey of five-months-old triplets, and a visit by the stork on one of our trains, an old story.

By the time the triplets arrived at Pittsburg, Cal., after a trip from Birmingham, Alabama, their mother, Mrs. Edward B. Ott, was convinced railroad travel was a breeze the way railroad men pitch in and help. Said the Oakland *Tribune:*

"The Southern Pacific switched from choo-choo trains to the diaper business before the triplet customers reached their new home in Pittsburg. Railroaders couldn't do enough for the family (Mrs. Ott's fourth child, five years old, was along). They saw to it that the babies' special feeding formulas were ready at the proper points along the line. Porters were instructed to stand by for all emergencies. Station Agent C. C. Christian was alerted to welcome the party and was on hand with his wife when they arrived at 6 a.m.

"Mrs. Ott had nothing but praise for the railroad's welfare department."

The second incident occurred on the *Sunset Limited* between Yuma and Phoenix on the night of November 9. Conductor H. D. Guerry was in charge of the train and everything was going fine when the call came for a doctor—quick! Conductor Guerry couldn't find a doctor but he did get help from R. M. Bruning, special accountant from Aud. Freight Accounts, SF, and a few minutes later a seven-pound girl was added to the passenger list. When the train arrived at Phoenix mother and daughter, both doing quite well, were met by an ambulance which Conductor Guerry had arranged for and moved to a hospital.

Acknowledging a letter of thanks from Superintendent G. A. Bays of Tucson Division for his assistance, "Doc" Bruning wrote: "I've switched, fired, acted as substitute brakeman in an emergency and am now an Accounting Department trouble-shooter. But I never thought my experience in helping the doctor deliver six of my seven sons and daughters would come in handy to help a conductor show that SP stands for Service Plus."

SP Man Offers Health Hints for Motorists

AS A BOILERMAKER at the Bakersfield Roundhouse, Elmer Sabinske comes in close contact with the big, powerful engines that pull our trains. He's felt 'em and he knows how solid they are and how they can do a lot of damage to things that get in their way—like automobiles, for instance.

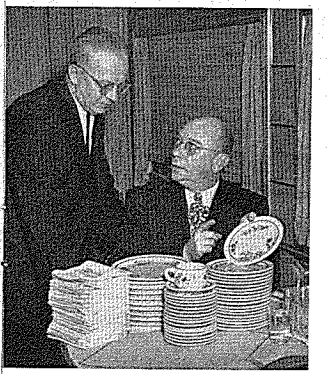
So the other night when he was standing by the station, Elmer was shocked by the foolhardiness of a motorist who defied the warning of the crossing watchman, cut around a line of waiting cars and sped across the track in front of a locomotive, missing a collision by the narrowest of margins.

That night, Elmer wrote a letter to the Bakersfield *Californian* in which he gave some sound advice about avoiding locomotives at grade crossings. "It isn't smart, it isn't brave, it isn't sensible to argue the right of way with a locomotive," he wrote. "They are too big and they can—and will—make mincemeat out of you and a pile of twisted junk out of your automobile.

"Maybe you get a thrill out of beating a train to a crossing. Well, remember when you meet one there sometime, it probably won't be a thrill you will get. No, my friend, it will be curtains for you and whoever is unfortunate enough to be with you, plus the low sound of music you won't be able to hear, and a notice in the obituary column you won't be able to read. A locomotive can't stop on a dime, but it will stop after it hits you. Take heed—and live longer."

"RAILROAD HOUR" PRINCIPALS snapped during rehearsal are (left to right) Gordon MacRae, singing host; Ken Burton, director; Dinah Shore, guest songstar; Carmen Dragon, orchestra conductor. Dinah Shore appeared on the show's initial broadcast and again on December 13 in the musical show, "Sally."





EVERYBODY GETS HURT when costs go up due to waste or careless use of materials. C. O. Sullivan (seated), supt. of commissary, and J. E. Fraser, *Daylight* steward, know how this applies to Dining Car operations, for example. Last year the cost of replacing dinner plates, coffee cups, water glasses and napkins was over $30,750. Much of this was due to breakage resulting from handling in diners, where some of the circumstances were unavoidable. Other breakage was caused by rough handling in switching of cars. Sound advice for railroaders in every line of work is: "TAKE CARE OF IT—*It Works For You!*"

McNaught Advances In Freight Traffic

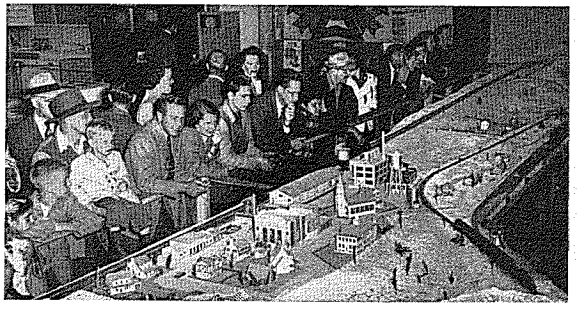
PROMOTION of H. E. McNaught from district freight and passenger agent, Fresno, to manager, perishable freight traffic, headquarters San Francisco, was announced December 1. He succeeds G. F. Garland, who assumed new duties in the Freight Claim Dept.

McNaught has been with SP since June, 1920, starting as a clerk in the San Francisco District Freight Office. After holding various positions there he went to Los Angeles in 1934 as district manager of PMT, and returned to San Francisco in 1935 to become general agent, merchandise traffic, for SP. In 1940 he was named district freight agent, Salinas, and in 1945 became DF&PA at Fresno.

1949 Officers of Especo Lodge 1262, Brotherhood of Railway Clerks at Portland include Viola Earnhart, president, and J. S. Barnes, vice pres. Viola works at Brooklyn Stores, Barnes at Park St. Freight Station.



FAMOUS CUSTOMERS: A carload of topflight Hollywood stage, screen and radio entertainers rolled into Third & Townsend Station in San Francisco recently to take part in a benefit show. Among the celebrities who obligingly posed aboard a baggage truck were (standing, left to right): Ronald Reagan, Jack Benny, Tony Martin, Buddy Clark, George Burns, Al and Jimmy Ritz, Harry Ritz (crouched by Benny), Ben Blue and Johnny Mercer (center) and Donald O'Connor (hanging on the side).



TWO KINDS OF RAILFANS are shown above and below. The upper group were photographed at the Peninsula Model Railroad Association layout at the San Mateo County Fiesta. The HO gauge trains operating over 400 feet of track proved one of the show's biggest hits, being viewed by more than 100,000 visitors. The club's membership includes two SP men: Passenger Agent Charles Kremer and Electrician Tom Potter. Kremer is club treasurer, Potter is vice president. Below are members of the Railway & Locomotive Historical Society's excursion, shooting pictures of the train that took them over the historic Carson & Colorado Railroad, now the SP narrow gauge running from Laws to Keeler.







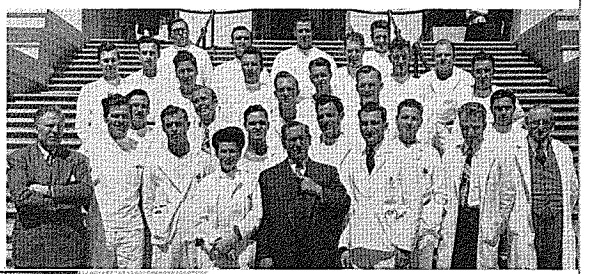
WEST OAKLAND BLOOD DONORS responded to appeal from General Hospital in October by giving 97 pints of blood. Pictures above show some of the donors waiting to register, and others enjoying refreshments following their blood donations which will be so thankfully received by hospital patients.



A LETTER MEANS SO MUCH

ONE of the most looked-for daily events at the General Hospital is the distribution of mail. For many it is a happy occasion but for some, a great disappointment. Fellows like Arthur Reinhard (above) feel a lot better when Bette Anne Jones, mail girl at the hospital, gives 'em letters along with her cheery smile. Reinhard is a locomotive carpenter at Brooklyn and he's one of many patients who eagerly await mail time. "It's good to know you've got friends," he says, "and if the folks on the railroad realized how much their letters mean I'm sure more of them would write." Now is the time to write to fellow-workers in the hospital.

ON GENERAL HOSPITAL STAFF: Resident physicians and interns (right) took a moment from their work to pose for a picture with Dr. Ivan Ingram (left), visiting surgeon in charge of postgraduate training; Dr. Bernard Kaufman, Sr. (center), medical superintendent, and Dr. H. F. Unsinger (right), attending physician in charge of outpatients dept. Starting, top left, are: Drs. E. R. Riggall, W. R. Brode, J. C. Kimball, E. L. Harlow, R. L. Hawley, E. M. Swanson, L. I. Martin, J. C. Marchesi, J. M. Gates, J. G. Rohn, G. A. Warner, C. M. Johnston, M. H. Dubansky, J. K. Barbieri, T. B. Lawley, W. L. Newberg, R. Chacon, R. Rahn, I. Zeavin, J. C. Davila, W. C. Davis, W. L. Bourdais, N. D. Mulcahy, R. H. McIntire, Stella Reich, Norman Steiner.





HOSPITAL DINNER GUESTS (left) were members of the San Jose Blood Donor Committee, who were invited to meet the General Hospital medical staff following successful blood donor drive. Front row, left to right: Frances Levin, Mrs. L. F. Chambers, L. T. Fife, master mechanic, Coast Div., Bessie Levin, Dr. W. T. Cummins, blood drive director, Mrs. I. O. Chestnut. Center: Frank A. Butler, C. H. Koons, E. J. Ranson, R. L. Hull, H. J. Short, hospital business manager, Dr. W. W. Washburn, chief surgeon, Wm. Levin, W. S. Driesiein, Helen Skillicorn. Back row: Bernard Skagtjord, A. S. Delfino, J. E. Darrell, Eliseo Rugani, Thomas L. Barter, I. O. Chestnut, Albert J. Levin.

"Why I Like To Work For My Railroad"

(Excerpts from entries in SP-ARMEA Essay Contest)

"Although I've seen very little of the actual operations, I know I speak for everybody in this great machine of commerce when I say every railroad worker, whether he be file clerk or locomotive engineer, has an awareness of the duties of his fellow workers."

Joseph M. Walsh,
Secretary, Executive Dept.,
San Francisco.

"I can feel assured that my future is guaranteed, in as sure a manner as I have enjoyed the opportunity of service with such an organization."

Henry S. Mack,
Route Clerk,
Los Angeles.

"My work on the railroad has consequently become more than just a job by which I earn a livelihood. It offers endless opportunities for interesting contacts, pleasant surroundings, fair wages and hours and transportation privileges. When I have occasion to mention "my" railroad, realizing the innumerable necessary pieces that form the complete picture, it is with a profound sense of gratitude for my association with this essential industry. I know that even in a small way being a contributor to such a gigantic undertaking is heart-warming and inspiring."

Sue Robson,
Steno-clerk,
Tucson.

"There are a lot of jobs where you put in your day's work and forget all about your job until the next day. With the railroad it's different. After working hours, you find that among railroaders the railroad is still the main topic of conversation even in their leisure hours. It's always a subject of undying interest."

Virginia Heitzman,
Time Voucher Clerk,
Bakersfield.

"I have been steadily employed for thirty-eight years and I can evaluate the many happy acquaintances and friendships that have been made during this period that have proven lasting memories of a well selected vocation."

Calvin W. Kramer,
Carpenter,
Sacramento.

"It takes a good man to be a Railroad Man."

August H. Awischus,
Crossing Watchman,
Colfax.

"I cannot handle a piece of freight or sell a ticket without realizing how much my railroad contributes to the sum total of health and happiness by delivering garden-fresh vegetables and other farm products to great cities the year 'round and their products in turn throughout the nation, carrying tired city workers to the peaceful country, urban dwellers to the great shopping centers, vacationists to the world's finest playgrounds — economically, quickly, comfortably, safely."

Richard B. Burwell,
Relief Agent,
Belmont.

"I am always proud to say I am a railroader, because any community, town or city welcomes railroaders because they know they are substantial. We build substantial homes and raise substantial families."

Earl Q. Gibson,
Painter,
El Paso.

"I look to the Southern Pacific Company somewhat as a child looks up to its parents, because in line with my work for them, whenever there were questions to be asked, misunderstandings to be straightened out, I have always had some one to take my troubles to, and invariably received answers that would put me right on the subject at hand."

A. L. Andrews,
Station Agent,
Santa Cruz.

"I like to work for my railroad because during the years that I have been a part of the organization, it has given me contentment and happiness, it has given me a feeling of pride and a feeling of being a little important, because in a small way, I am a part of a great and important enterprise."

Hazel P. Dales,
Telegrapher,
San Luis Obispo.

"One of the less heroic, tho just as important, positions is the solicitation of traffic. Some traffic solicitors, of which I am one, are located many miles from the actual physical properties of the railroad they represent. But the Southern Pacific Railroad is just as much a part of my life and means just as much to me as it does to the engineer who pulls the throttle on one of our giant engines down the Cascade Range."

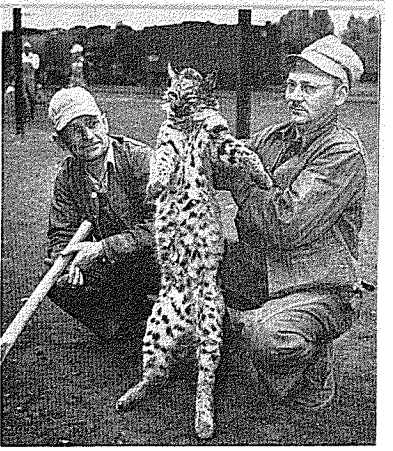
John J. McCauley,
TF & PA,
Kansas City, Mo.



SIGHTSEERS ON THE ANNUAL TOUR CONDUCTED BY SP CLUB OF SF ARE PICTURED AT GLACIER NATIONAL PARK. HARRY LANGHELDT, TOUR DIRECTOR, IS AT RIGHT.



COLUMNIST: When not working as trainmaster's clerk at Indio, Augusta Twomey gathers news about SP folks for her popular "Along The Right Of Way" column in the Indio *Date Palm*.



GOOD HUNTING: Engineer W. A. Strickland (left) and Fireman C. D. Brown of Klamath Falls bagged this 40-lb. bobcat when it was struck by their freight train. Photo courtesy of the Klamath Falls *Herald & News*.

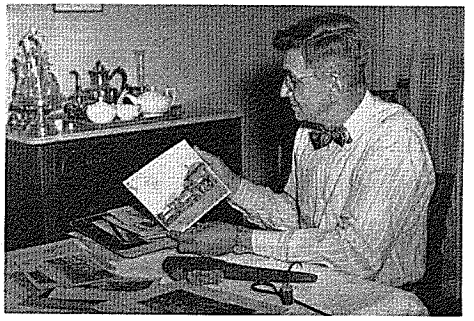
CAMERAMBLING HERE'N THERE



THIRD TRICK OPERATOR at Niland, Ethel McLeod was photographed by Los Angeles *Times* for story on *Arizona Overnight* operation.



WELL-KNOWN CITIZENS of Truckee are Yardmaster Henry Williams (left) and R. J. Buddle, manager of the SP Hotel.



HISTORIAN: Laurence E. Bulmore, first assistant engineer on our ferry steamers, is an authority on a little-known phase of California history—the State's first quicksilver mines at Almaden, near San Jose. Bulmore is holding a picture of an SP train at Almaden, taken in the '80's. Photographs, relics and data about the mines, which produced $75,000,000 worth of quicksilver, are in his collection.

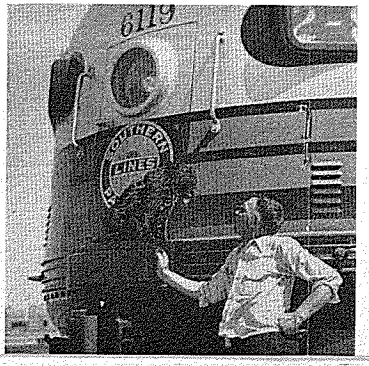


KINGFISH BADGE is pinned on Lew Schley by Henry Loretz at Fortuna Outing of SP Rod & Gun Club of SF. Lew won the title with a 5-lb. steelhead. Sixty-five club members were in the party.

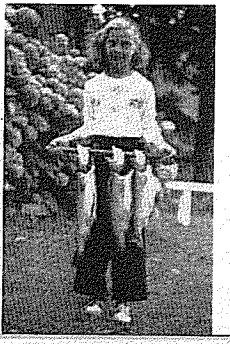
EL PASO SHOPS SOFTBALL STARS were runners-up in the Industrial League this year. Standing, (left to right): Rodolfo Quinones, coach; Bill Garton, Dizzy Bohay, Tito Aguilar, Ray Camarillo, Lefty Acosta, Bob Crowder, Nati Valdez. Kneeling: Ray Reyes, Chito Alvarez, Bill Bishop, Austin Crysler, Parita Navarette, Bimbo Carrasco, Silver Valdez. In front are Manager Al Schelper, and Mascot Al, Jr.



PALS: Alec Shambeck, herder at Mojave and his Kerry Blue dog, "Tarzan," give one of our new diesels the once-over. "Tarzan" was in the Navy with his master, when Alec was on a sub-chaser, and the two are inseparable. Photo courtesy of H. L. Kelso of Los Angeles.



ANGLERETTE: Eight-year-old Judy Chalmov caught these salmon in the Nestalem River in Oregon. Judy's dad, Phil, is office manager, VP&GM, San Francisco.



COKE-SIPPING CONTEST at Southern District Passenger Dept's annual picnic was won by Mrs. Joe Gary (center). Object was to transfer coke from one bottle to another, by means of the straw. When you try it, a good idea is to wear a bib and old shoes! A boat race, golf tournament, softball game and many other events were on the program to keep the large crowd entertained all day.





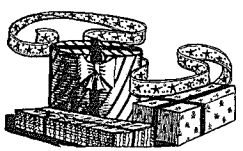
By **GENEVIEVE CALLAHAN and LOU RICHARDSON**
Nationally known food writers and consultants

FOR good-time holidays check the following ideas. You're sure to find something here that you'll enjoy using.

GIFT WRAPS AND HOUSE TRIMS

This year why not personalize some of your gift wrappings? For example: Use scraps of crisp cloth to wrap gifts for a little girl—she can use them for dolls' clothes later. Wrap yards of sturdy cord around a present for a small boy—it can serve as a kite string come spring. Make a mesh dishcloth bag to hold small gifts for Mother. Pack Dad's gifts in a new waste basket. . . . The ideas are really endless, but these will start you thinking!

It's fun to be original, too, when it comes to decorating the house. Take those strings of tinsel and popcorn,



for example. You can give them a new touch by tying little bows of red ribbon (or cellophane) at intervals of 8 or 10 inches along the string. . . . Those fat red candles that stand in your windows—have you ever used candle sticks of popcorn balls for them? Just mold the warm syrupy corn around a candle, pressing it into a ball that's flattened on the bottom. You'll like the effect.

FOR A HOLIDAY DINNER

Shrimp Cocktail
Roast Turkey, Chicken, Duck, or Spareribs
Dressing Gravy
Mashed Potatoes with Chopped Parsley
Buttered String Beans
Cranberry Sauce
Celery
Hot Mince Sundae Coffee

Day before: Fix cocktail sauce; make stuffing; fix fowl ready to stuff; make stuffing; make cranberry sauce. On the morning of the Holiday, then, all you need do is stuff and roast the bird, cook potatoes and beans, fix the shrimp and do other odds and ends. At dessert time, heat mince meat that's been slightly thinned with sherry or fruit juice, and spoon it piping hot over ice cream.

BEST-EVER COCKTAIL SAUCE

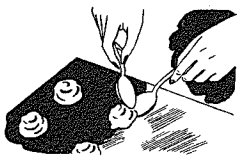
In a bowl combine ¾ cup catsup; ¼ cup chili sauce; 2 tablespoons finely chopped celery; 1 tablespoon finely chopped onion; 2 tablespoons horseradish; 2 tablespoons lemon juice; 1 teaspoon Worcestershire sauce; and salt to taste. Mix thoroughly; chill in refrigerator. At serving time, mix with canned shrimps or crab meat; serve in cocktail glasses. Makes 6 to 8 servings.

THAT DESSERT BUSINESS

Traditional plum pudding or hot mince pie is still tops for a Holiday dinner. But there are other toppers, too, equally delicious but less hearty. If you'd like to serve something different this year, you might make it the hot mince sundae mentioned in the previous paragraphs. Or angel food cake and ambrosia (sliced oranges and bananas sprinkled with coconut). Or fruit cake squares spread with cream cheese, and apples and pears. Or meringues with frozen strawberries or raspberries.

TO MAKE MERINGUES

With rotary beater or electric mixer beat 4 egg whites until frothy. Over them sprinkle ½ teaspoon salt and 1 teaspoon cream of tartar. Beat until stiff. Gradually beat in 1 cup fine granulated sugar. (Sprinkle 2 tablespoons sugar at a time over the surface, beat it in, then add 2 more.) Add ½ teaspoon vanilla and give it a final



whip. With a spoon shape into mounds on greased baking sheet. Bake in a slow (250° to 275°) 45 to 60 minutes, or until very delicately browned and dry. Remove from baking pan while warm. Makes 3 dozen large or 5 dozen small meringues.

FOR YOUR CANDY MAKING

This year when you make Christmas candy you may like to include a batch of this new kind of Rocky Road. To make it, put ¾ lb. sweet (not bitter) chocolate in the top of a double boiler. Add 10 cut-up marshmallows and ½ cup coffee cream. Cook over hot water, stirring occasionally, until chocolate and mallows are melted. Remove from heat, stir in ½ cup chopped walnuts and ½ teaspoon vanilla. Pour into buttered square pan. When firm, cut in squares.

EDITOR'S NOTE: *In making up your gift lists, why not keep in mind "The California Cook Book" by Genevieve Callahan, one of the conductors of this department. The book, a general favorite, is on sale in leading book stores. Price $3. (Published by M. Barrows and Co., New York.)*

At lunchtime one of the yardmen brought out a long package and started to unroll it.

"What are you eating today?" he was asked.

"While my wife was away," he responded, "I made myself a pie."

"A pie? It's kinda long for a pie, isn't it?"

"Of course it's long—it's rhubarb."

Tact is making your guests feel at home when you wish they were.



NO MATTER what else you're giving yourself and your family this Christmas, it's a cinch you're including security and good times ahead—IF you've been a regular buyer of U. S. Savings Bonds through Payroll Savings. Those bonds represent the very safest kind of nest-egg anyone can possess. They're profitable, too—ten short years from now they'll pay you back $100 for every $75 you've invested today. You and your family can be secure in the knowledge that, no matter what the future may have in store, a stack of U. S. Savings Bonds will see you through.

ANYBODY SEEN MIKE?

MIKE doesn't know it, but he's the object of the biggest dog hunt in the Southwest.

A black and white shepherd dog, Mike is a beloved playmate to the children of Mrs. Pauline Ward of St. Paul, Minn., formerly of Tempe, Arizona. To President A. T. Mercier he's missing baggage which must be found if the happiness of the young Wards is to be restored.

Somewhere between Phoenix and El Paso Mike broke out of his crate aboard the *Imperial*, and when the baggage car door was open he jumped off, unseen. The unscheduled departure happened at one of many stations along a 400-mile stretch. It is hoped the adventuresome dog may have been given shelter by someone to whom he can't explain his trouble.

President Mercier has asked all SP railroaders in the territory to be on the lookout for Mike. The missing dog is about six years old and may be wearing a collar with Maricopa County license number 909.



ARE YOUR UNMENTIONABLES SHOWING?

THE following article is reprinted from the November issue of "The Inside Track," published by the General Passenger Department. Although written for passenger traffic personnel, the article has some sound advice for every railroad man and woman who has contact with customers.—Editor's note.

EVERY once in a while a customer goes away from one of our offices with a confused sensation that maybe he got into the neighborhood Launderette by mistake. With nothing in mind but, for instance, to buy a ticket and get away quick, he finds himself looking on while the ticket clerk hangs out a whole string of private SP laundry right under his nose.

What we mean is the pernicious custom of griping about the company and about other departments or employes to the customer. Maybe this ticket clerk can't get through to the Service Bureau; maybe his wife burned the mush that morning; maybe he's catching the flu; anyhow, he's got a mad on; and he's letting off steam like a donkey engine. "No cooperation from the reservation board," he confides to the customer. "They're dead on their feet." Or "New guy on that desk; he doesn't know from nothin'." Or "I could get this space for you faster if the reservation clerk wasn't so busy putting on her nail polish." Meanwhile the customer, an innocent bystander, has an embarrassed feeling that he's got mixed up in a family brawl, and makes a mental note to next time try a railroad with more peace and harmony in the air.

Of course this sort of thing is not confined to ticket offices; it's something we do in all departments from the top on down, mostly without thinking how it may sound to our public. The privilege of griping is a great democratic tradition that we certainly don't want to lose, but on the other hand we want to aim our BB guns in the right direction. It isn't very bright to sound off to a customer; what can he do about it (but take his business elsewhere)? Besides, it isn't cricket to take potshots at a fellow employe or department behind his back, and let's face it, it's not good manners either. Anyone who does it is taking himself down a couple of notches in the eyes of the customer he's trying to impress.

Furthermore, these off-the-record remarks have a way of backfiring and getting back to the wrong person, to the goshawful embarrassment of the griper, who usually didn't mean a word of it.

If kinks in our system need to be ironed out, by all means let's slug it out behind the scenes but let's keep our feudin' and our fussin' all to ourselves.





OPERATING RESULTS

FOR the ten months ended October 31, 1948, Railway Operating Revenues of Southern Pacific Transportation System amounted to $489,678,898 or $52,323,458 more than the revenues for the same period of 1947. Improvement in operating revenues reflects higher freight rates in effect this year.

During the same period, Railway Operating Expenses were $377,207,944 or $49,040,097 more than the expenses for the same period of 1947. Operating expenses were affected by increased wage rates and fuel prices in effect this year.

Railway tax accruals, including $35,296,941 for Federal taxes, and $14,584,201 for other taxes, totaled $49,881,142 or $2,917,391 less than such accruals for the first ten months of 1947. After deducting taxes and $18,507,914 of net rentals for use of equipment and joint facilities, there was left Net Railway Operating Income of $44,081,898 or $5,683,379 more than the Net Railway Operating Income for the same period of 1947.

Out of Net Railway Operating Income and Other Income consisting of dividends and interest on securities owned, rentals and miscellaneous income, must be paid the interest on bonds and equipment trust notes in the hands of the public, and other fixed charges, before final Net Income is determined. For the 10 months ended October 31st, final result was a Net Income of $34,582,400. This was $5,000,207 more than the net earnings for the same period of 1947.

"Is this the right train?" queried the little old lady.

"Where to, Madam?" asked the conductor.

"Stupid!" she replied, "Don't you know where you're going?"



Officers of Stockton Employes Club are (left to right): Gerald Meyer (yard clerk), pres.; Lillian Parker (steno), vice-pres.; Fred Jones (yardmaster), treas.; Gladys Amick (steno-clerk), secty.; Larry Miller (yard clerk), not in picture, is general chairman of all committees. Pictures at left were taken at Club's first event, a buffet supper and dance on Oct. 23.

Stockton Welcomes a New SP Employes Club

SPARKED by a group of live-wire railroaders, the new SP Employes Club of Stockton got off to a red-hot start in October. Following the pattern of the other employe clubs on the railroad, the Stockton club will help to promote friendliness and cooperation among fellow workers through the sponsorship of social and athletic programs.

Officers (picture above) are Gerald Meyer, president; Lillian Parker, vice pres.; Fred Jones, treasurer; Gladys Amick, secty.; Larry Miller, general chairman of committees.

Organization of the club followed a buffet supper and dance for Stockton District employes and their families on October 23. Entertainment by the Jesslyn Pearson Dance Studio and various games for everybody rounded out the program. Larry Miller was master of ceremonies, and Trainmaster L. W. Money made a speech of welcome. Assistant Superintendent W. E. Eastman gave a short talk and presented bouquets of roses to the committee of Ethel McQueen, Lillian Parker and Gladys Amick. Door prizes were won by Yardman Herman Hutz and Mrs. A. E. Tupper, wife of B&B gang foreman.

Musical Honor in the ROTC was conferred on Robert J. Anderson, whose dad, Roscoe, is chief clerk, office of system committee on insurance, SF. 17-year-old Robert was named cadet 1st lieutenant, regimental band leader, ROTC, for Oakland public schools, winning the honor in stiff competitive examination with students from all the schools.

SP Folks Are Making Christmas Party Plans

TRADITIONAL Southern Pacific Christmas parties, ranging from elaborate programs to smaller get-togethers, will be held all along the line.

Among those reporting plans are the SP Clubs of Ogden, Stockton, Sacramento, Roseville and San Francisco, the Bayshore Fellowship Club, and SP Post 412 of the American Legion, SF.

Typical of their method of getting things done "right now," the SP Club of Stockton advanced the Holiday season by scheduling their party on December 11, having entertainment and prizes for the children, followed by dancing for the grownups. Other Club parties are scheduled later in the month.

Heading the committee for the Roseville dinner and dance on Dec. 18 are Frank Bianco, H. P. Brown, Homer Isaac and Clyde Murray. Committee for the Ogden program on December 23 includes Parley Leishman. Leon Jones, Walter Harrop, Howard Wade, Jess Nichols, G. M. Cagley, William Covey, Roger Kingsford, John Roberts, Vant Anderson, George Anderson, Ruth Stewart, Stanley Taylor, Adolph Schanwant.

SP Club of Sacramento, Bayshore Fellowship Club and SP Legion Post will hold their annual parties for the kiddies. SP Club of San Francisco will present its customary program of choral singing in the General Office courtyard on the morning of December 24. Another big party will be held at the Sparks Shops for railroaders and their families. This is one of the biggest of the annual SP Christmas celebrations.

"Walking Timetable" is what they're calling Miln Gillespie, our head ticket clerk at Fort Ord, whose vast knowledge of train times has been the



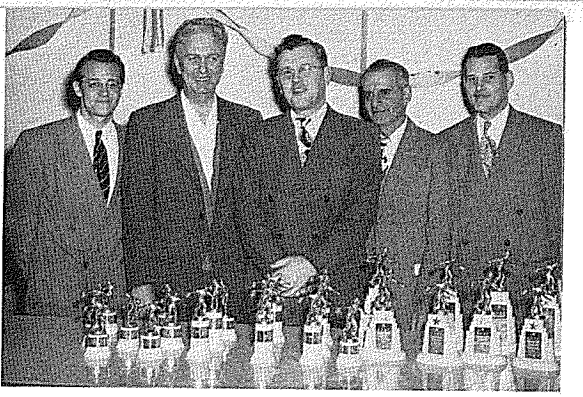
MILN GILLESPIE

subject of newspaper stories from the Pacific to the Atlantic coast. "Pick a railroad, any little spur line," says one, "and he'll reel off its route, how fast it runs, what scenery it passes, how old its coaches are, and about how many stops it makes compared to how many it made 10 years ago. He didn't memorize any of it—just soaked it up from his love of railroads." Verifying this statement, Miln says: "To some people, railroading is just a job. But to me, it's a hobby and a career."

"Lady Engineers" Meet: Mary Harriman Division 126, Grand International Auxiliary of BofLE, was hostess to the Northern District Circuit group when they met at Tracy on October 14. Attendance numbered 143 persons, representing Dunsmuir, Roseville, Sacramento, Stockton, San Luis Obispo, San Francisco, Oakland and Tracy. Helen Dikeman, president of the local group, opened the program with an address of welcome. A special coach on the San Joaquin *Daylight* was provided for the party for the trip between Oakland Pier and Tracy.

The average capacity of freight cars used by American railroads is now 51 3/10 tons, there having been a constant increase in capacity each year since 1902 when it was only 28 1/10 tons.

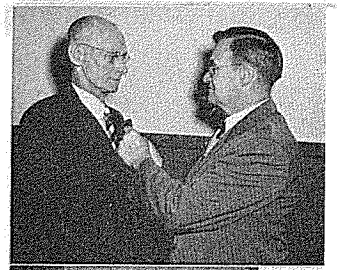
Railroads installed in service 50,918 new freight cars in the first six months of 1948, compared with 20,735 in the same period in 1947.



SP BOWLING CLUB OFFICERS for the San Francisco league's 1948-49 season are (left to right): Bob Trickey, 1st vice-pres.; Ed Borget, 2nd vice-pres.; Fred Seib, pres.; Arnold Houghton, secty.; Frank Calder, treas. The trophies were presented to winners of the Club's summer league.



ROD AND GUN are favorites with SP sportsmen and many, like these, don't return empty-handed. In the deer-hunting party were Harry Ritchie, Walter R. Kelly, retired conductors from Tracy; Walter Moore, Mac McBride, Turlock ranchers, and (not shown) Dave Welch, retired Tracy engineer, who took the picture. At right is Porter Turner, chief dispatcher, San Joaquin Div., with some of the trout he caught on a six-week trip into Alaska.





AT BofLE DINNER given by the organization's 5th Monday Luncheon Club in Oakland were (top picture) C. L. Wilson, who received 40-year membership pin, J. P. Colyar, general chairman, BofLE, making presentation. In lower picture are Club Officers J. H. Suske (left), president; Amelia Glenville, vice pres; George Rutherford, secretary. About 250 BofLE and Auxiliary members and friends attended.

Thrilling event for first-grade kiddies at Mesa school was a conducted tour through the *Golden State* when it stopped at Yuma on November 5. Under the guidance of Brakeman J. A. Preece, the 42 wide-eyed youngsters went through the luxury train, firing an endless volley of questions at their host. Norma Ryan, who reported the event for the Yuma *Daily Sun*, was generous in her praise of the SP folks who helped make the visit a complete success. Of the youngsters, she said: "They were kings and queens for the day so far as the Southern Pacific was concerned!"

Heads Medical Group: Dr. H. M. Behneman, SP physician and surgeon, Beaumont to Indio district, is president of the California Society of Internal Medicine and president-elect of the Riverside County Medical Association. Dr. Behneman's offices are in Palm Springs.

To build a railroad box car requires approximately 2,200 man-hours of work, including labor employed in the production of steel and other materials required in its construction.

Popular "Sam" Brinley, Agent Davis, Retires

ONE of Southern Pacific's most widely known figures in central and northern California, Agent A. G. "Sam" Brinley of Davis, retired in November after 46 years' service.



SAM BRINLEY

As station agent at Davis since 1918 Sam has taken prominent part in business and civic affairs of his community and has long been prominently identified with agricultural and livestock development throughout the Sacramento Valley.

Starting with SP at Bowie, Ariz., in 1902, Sam learned telegraphy while holding down various station jobs and soon qualified as a telegraph operator. He held that position at a number of points in Arizona and New Mexico before transferring to Davis, where he was operator and towerman before taking charge of the agency in 1918.

Many railroaders will remember Brinley for the outstanding service he performed during the war in enlisting businessmen and students at Davis Agricultural College in working part-time and weekends on the railroad to help relieve the critical shortage of track gangs and other workers.

With Sam's retirement go the best wishes of his countless friends that he will have for many years all the pleasure and happiness he so richly deserves.

George F. McCormack retired as senior assistant division engineer, Sacramento Division, after long service in the Engineering Dept. Following previous railroad experience, his continuous service with SP started in 1912 as an assistant engineer. Later he became roadmaster and assistant division engineer. McCormack is as well known to railroaders from Sacramento to Sparks as the stretch of railroad between those points is familiar to him. He is an excellent photographer by avocation and the beautiful Sierra country is his favorite subject. His knowledge of that territory was of great help in the filming of "This Is My Railroad."

Lyrical Brakeman: Trainmen look forward to being on the run with Brakeman C. E. Anders, between Portland and Klamath Falls, because he seldom fails to entertain them with a new poem or song he has written during his rest hours. Several of his lyrics, it is reported, have been accepted by publishers.

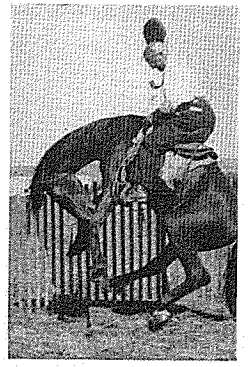
Friendliness of Southern Pacific people generally and Conductor George Musser and Traveling Passenger Agent Robert Lambert specifically was cited by Merryle Stanley Rukeyser, financial editor of Hearst newspapers, at a Rotary Club luncheon in Bakersfield. Speaking on the importance of courtesy in keeping business at top level, Rukeyser mentioned the good service he enjoyed on the San Joaquin *Daylight* and pointed out that SP is making every effort to satisfy its customers. It was his experience, he said, that "employes of Southern Pacific are friendly wherever you meet them." Rukeyser, whose home is in New York, was touring the Pacific Coast at the time of his visit. He was accompanied to the Bakersfield luncheon by Agent Mark Wilson, a previous acquaintance.

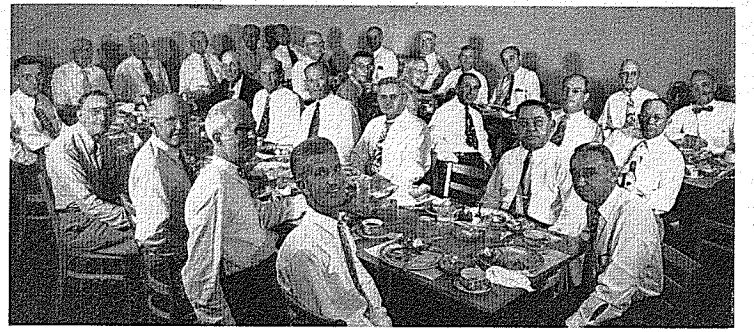
NEW APPOINTMENTS

OPERATING: **R. C. Snyder,** to assistant system examiner; **C. F. Owens,** to supervisor, Freight Protection Service, headquarters SF; **G. R. McCray,** to asst. trainmaster, Bakersfield, succeeding Owens; **F. J. Deon,** to asst. trainmaster, Alturas, succeeding McCray; **J. J. Hunter,** to asst. trainmaster, Crescent Lake, succeeding Deon; **E. D. May,** returns from sick leave to succeed Hunter as asst. trainmaster—division examiner, Portland; **M. A. McIntyre,** to trainmaster, Carrizozo, vice **A. G. Bays,** transferred to Tucumcari; **R. Q. Burley,** to asst. trainmaster, SF; **A. W. Keith** succeeds Burley as asst. trainmaster, Medford; **M. L. Bratcher,** to inspector, train and station porter service, headquarters in San Francisco.

(Continued on next page)

GOING UP: Earl Dunkeson does a quick rise, just like the cost of materials he handles as storekeeper at Roseville. With so many nice, lazy ways to spend a vacation this is how Earl, a grandfather, spends his.





RANDOLPH VETERANS' ASSOCIATION annual meeting was held at Tucson, with these veterans who worked for the Arizona Eastern and SPde Mex under the late Epes Randolph attending to talk over old times. Among those present were Governor Dan Garvey of Arizona and Newt Henderson, 91-year-old member of the association. Others included Leslie Prentiss, Emil Geffert, E. F. Devlin, W. W. Beckley, T. E. Swartz, J. E. Bentz, W. T. Pyatt, Gus Schneider, Herman Kengla, J. J. O'Dowd, J. A. Jackson, B. B. Long, Fred Goodell, Sam B. Jones, Dr. S. D. Townsend, John Gardiner, John Cordis, Louis E. Young, J. C. Nevenzel, John Dailey, Sam Elrod, H. Chambers, R. Norvell, P. Laos, Ernest Sayre, Luis Caballero.

MOTIVE POWER: **Norman Passur,** to supvr., car construction, headquarters SF; **Thomas M. Conway,** to general car foreman, Sparks.

ENGINEERING: **H. F. Dully,** to senior asst. div. engineer, Sacramento, vice G. F. McCormack, retired; **G. J. Lyon,** to asst. div. engineer, Rio Grande Div.; **H. N. Cohler,** to chief land appraiser, Valuation Dept., SF; **L. J. Doyle,** to asst. chief land appraiser, headquarters LA.

PURCHASING: **F. P. Breen,** to supervisor of salvage sales, headquarters SF.

TELEGRAPH: **J. E. Savage,** to asst. wire chief—mechanician, SF; **L. P. Cossitt,** to manager "SW" telegraph office, El Paso.

PACIFIC MOTOR TRUCKING: **J. G. Helwig** and **H. H. Powell,** to newly-created positions of assistant superintendent, Oakland; **E. J. Sharon** succeeds Powell as asst. supt., Sacramento; **C. T. Erickson** succeeds Helwig as asst. supt., Fresno.

RETIRED

TUCSON DIVISION: **Henry B. Burkitt,** conductor; **William J. Clark,** pumper; **Charles E. Fenner,** signal maintainer; **Alfred W. Millar,** clerk; **Cecil W. Richardson,** engineer; **William F. Sheridan,** clerk.

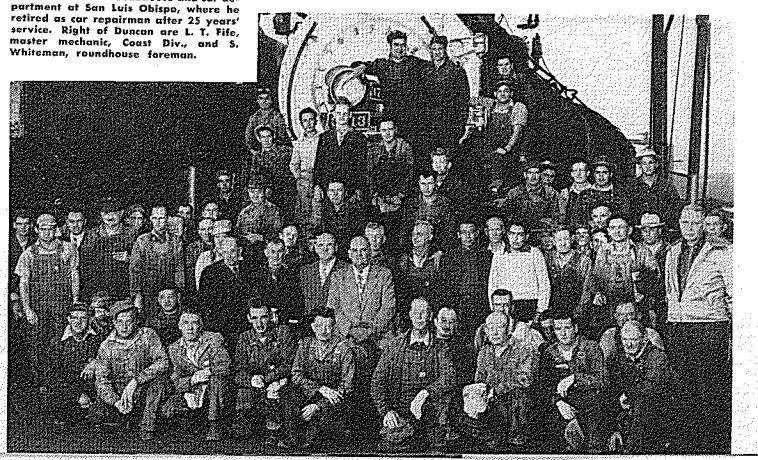
COAST DIVISION: **Herman G. Anderson,** carpenter; **Carleton H. Archer,** crane operator; **Joseph Bononi,** boilermaker helper; **Harvey Cobabe,** yardman; **William A. Foster,** engineer; **George R. Friedrichs,** freight checker; **Andrew S. Gallina,** blacksmith welder; **Leon S. Ginsberg,** laborer; **Florentino Gonzales,** tender truckman helper; **John D. Ivey,** engineer; **Earl V. Kratzert,** yardman; **Pacifico Mazza,** tender truckman; **J. Simonic,** clerk-warehouseman.

SACRAMENTO DIVISION: **Charles W. Earhart,** yardman; **William H. Jeffery,** baggage clerk; **William E. Kirley,** car inspector; **Arthur J. Lebourveau,** chief train dispatcher; **Eugene C. Morebeck,** agent-telegrapher; **Reuben D. Smith,** engineer.

PORTLAND DIVISION: **Walter R. Bowman,** conductor; **George E. Doyle,** signal maintainer; **George H. Hess,** conductor; **Gilbert Howe,** yardman; **Joseph E. Johnecheck,** machinist helper; **Harry G. Kelley,** engineer; **Ralph L. Miller,** crossing watchman; **Harry N. Mooney,** engineer; **Ambrogio Morgese,** brickman; **Raymond R. Reif,** brakeman; **Herbert R. Rix,** engineer; **Merton L. Sanders,** warehouse foreman; **George T. Stump,** crossing watchman; **Joseph H. Wescott,** engineer.

(Continued on page 22)

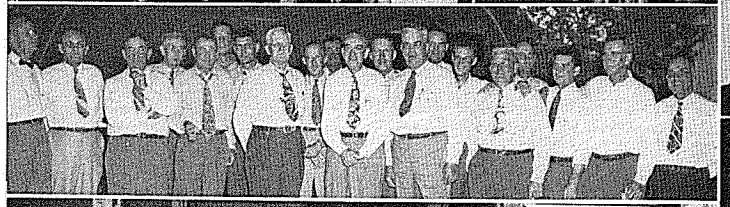
ROBERT H. DUNCAN, 2nd row, left center, with friends from roundhouse and car department at San Luis Obispo, where he retired as car repairman after 25 years' service. Right of Duncan are L. T. Fife, master mechanic, Coast Div., and S. Whiteman, roundhouse foreman.









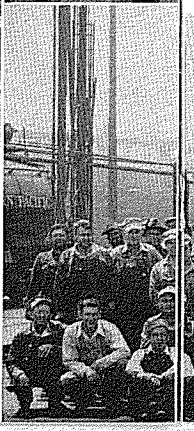
















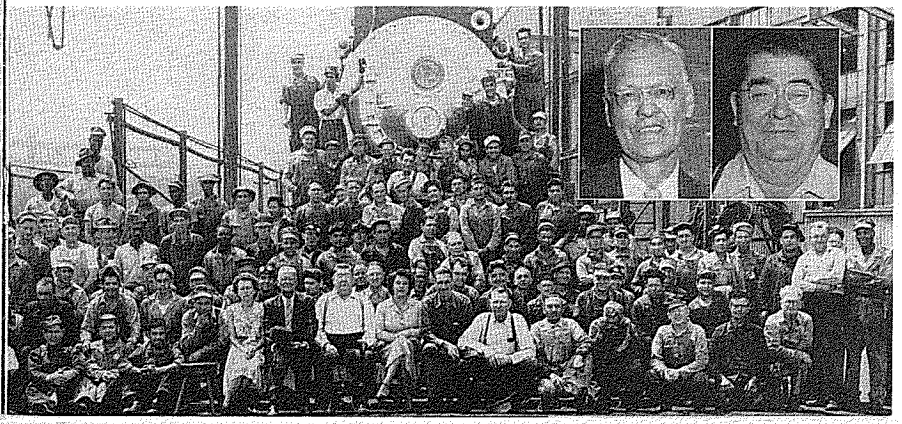
ON THE VETERANS' HONOR ROLL

AMONG veteran Southern Pacific railroaders who retired recently are those shown on these pages. On the left hand side of the opposite page (starting at top and reading down) are group pictures taken at get-togethers honoring Ruth Hansen, Earl Chamberlain, Mariano Carbajal, Jesus De La Fuente. The party for Ruth Hansen (seated, center) was given at her home when she retired as bill and invoice clerk at Brooklyn Stores after more than 30 years' service. About 35 of her friends and associates were present, including G. E. Hinton, assistant to general storekeeper; F. N. Dobbs, former division storekeeper; L. V. Cutsforth, signal supervisor, and H. W. Nieuboer, general shop foreman. Earl Chamberlain (standing, center, with hands clasped) retired as master car repairer, El Paso, after 33 years' service. Among those who spoke at a stag dinner in his honor were W. G. Reid, supt. motive power; O. H. Gutsch, supt. of El Paso Shops; P. T. Garigan, general car foreman, Tucson; J. I. Cooper, car foreman, Tucumcari; M. J. Gunther, retired supt. of El Paso Shops, and E. O. Irwin, retired district master car repairer. Mariano Carbajal (seated) retired as sweeper in El Paso Shops air room after 32 years' service. He is shown with fellow workers who gathered to extend best wishes. Standing at right of Carbajal is R. H. Hamilton, air room foreman. Jesus De La Fuente's retirement ceremony also took place at El Paso Shops, where he completed 25 years' service as a machinist. De La Fuente is seated and back of him are F. N. Crowder, general erecting shop foreman, and H. S. Ehrenstein, machinist foreman.

The small pictures on the opposite page, reading down, veterans Edwin Potter, John Zoellick, William A. Higgins, and John Polkinghorne. Potter retired as passenger carman, West Oakland, after nearly 44 years' service. Zoellick retired October 1 as stockman's assistant in the Store Department at Bayshore after more than 25 years' service. Higgins and Polkinghorne completed their long railroad service at the Sacramento Shops, where Higgins retired as passenger car painter after service that started in May 1901, and Polkinghorne as crane operator in the boiler shops after service that began in July 1911.

At the top of this page, the picture at left shows Engineer Thomas O. Smith, San Joaquin Division, who retired October 1 after more than 44 years' service. Picture was taken by H. L. Kelso of Los Angeles, railfan and SP booster. The picture at upper right was taken at Portland when Engineer J. T. Traynor climbed down from the cab of the *Beaver* on his last run after 46 years' service. He was met by Mrs. Traynor, Superintendent L. P. Hopkins (shaking hands) and a group of railroad friends.

Picture below was taken at an impressive ceremony at Alhambra Avenue Roundhouse, Los Angeles, in honor of veteran railroaders Pedro M. Villegas (inset, left) and Tomas D. Mora. Villegas retired as a machinist after 45 years and Mora as a machinist helper after 32 years.





ANNIVERSARY PARTY for W. T. (Travis) Jones, district passenger agent, Tucson, on completion of 30 years' service, was staged as a surprise in his office. Standing, left to right: Mary Jane Staymates, Margaret Armstrong, Robert Steinebach, Mrs. Janes, Helen Gilpin, Lorraine Ahee, Mary Steinebach. The children are Bob and Sandra Jones. Travis, a civic-minded Tucsonian, is on the board of directors of the Chamber of Commerce, Sunshine Climate Club and Community Chest.

RETIRED (Continued from page 19)

WESTERN DIVISION: Alvin D. Adams, towerman; Ventura J. Alves, mail handler & ticket collector; Settimo Bruschini, watchman; John Bunce, yardman; Carleton H. Dunn, conductor; Carlos V. Emparan, conductor; Oscar Frakl, deckhand; Jesus Gamino, janitor; Edward C. Johnson, yardman; Vito Marketello, crossing watchman; Edwin R. Potter, carman; John J. Silva, stower; Charles J. Way, yardman; Thomas O. Young, agent; Charles Zara, janitor.

SHASTA DIVISION: Joseph E. Bick, agent; Charles R. Chapman, machinist; Uriel S. Davis, engineer; Myrlin L. Willis, telegrapher; James W. Wright, ticket clerk.

LOS ANGELES DIVISION: John E. Bachman, clerk; Horton H. Chaddock, freight clerk; Floyd L. Elterman, conductor; Peter Levario, yard clerk; Samuel C. Mason, engineer; James A. McPherson, yardman; Jess P. Salazer, clerk-warehouseman; Henry L. Staton, red cap porter; Marshall E. Westfall, engineer.

RIO GRANDE DIVISION: Jose M. Aragon, section laborer; Samuel Bunderson, Sr., B&B carpenter; William F. Eaton, carpenter; Fred C. Eberhardt, car inspector; Jose A. Garcia, section laborer; Ward H. Ware, brakeman.

SALT LAKE DIVISION: John H. Callahan, machinist; William C. Boman, water service mechanic; George C. Ferguson, water service mechanic; Charles G. Hamlyn, electrician foreman; Arch E. Highman, conductor; Ivan L. Sherman, machinist.

SAN JOAQUIN DIVISION: Roy Cummings, brakeman; Arthur C. Gilman, machinist helper; Raymond O. Johnston, section foreman; William A. Norton, engineer.

LOS ANGELES SHOPS: Algot E. Carlson, freight car repairman; John William White, freight carman.

EL PASO SHOPS: Robert L. Bowling, freight carman; Earl S. Chamberlain, district master car repairer; Jesus A. Urteaga, machinist helper.

SACRAMENTO SHOPS: William Andrews, passenger carman; Tony D. Bosco, boilermaker; Arthur R. Burris, tender truckman; John Caldarona, trimmer; Jesse E. Fisher, machinist foreman; Antonio Pane, sheetmetal worker; Joseph F. Thomas, machinist; H. F. Tietjen, boilermaker.

DCHR&NS: William D. Gazley, cost clerk, Los Angeles; Henry Goodman, 2nd cook, Oakland; Hope F. Hall, waiter, West Oakland; William Kurthy, steward, West Oakland; James J. Vahy, steward, ferry steamers.

TRAFFIC: Robert S. Fisher, district freight agent, Santa Barbara; Hartwell D. McGregor, district passenger agent, El Paso; Frederick E S. Smith, head information clerk, San Francisco; Eric A. Swenson, perishable freight agent, N. Y.

STORES: George Barisich, laborer, Sacramento; Ralph Johnston, store attendant, Brooklyn.

MISCELLANEOUS: Hugh J. Bowie, statistical clerk, Aud. of Disbursements, SF.; Leonora Carroll, nurse, General Hospital; William A. Hamblen, file clerk, Law Dept., New York; Mrs. E. M. Horton, chief telephone operator; Lydon M. Shaw, statistical clerk, Aud. Frt. Accts., SF.; G. J. Sielaff, geologist, General Office; Dr. John C. Wilson, district physician & surgeon, Willcox, Arizona; Lloyd A. Wooley, asst. engineer, Valuation Dept., SF.

NORTHWESTERN PACIFIC: O. B. Cavanaugh, master mechanic; John H. Clinton, milliman; William A. Rubke, brakeman.

DIED

TUCSON DIVISION: Pensioners: Olney D. Ball, Oct. 3; Abraham Bevan, Oct. 23; Clarence H. Haas, Oct. 6; Frank H. Jones, Oct. 8; Harry W. Lenon, Oct. 7; Antonio Perez, Nov. 3; Lloyd B. Shock, Sept. 1.

COAST DIVISION: Ernest Frost, Oct. 12; Charles R. Harper, Sept. 26; Ira A. Kimble, Oct. 13; Guy A. Reel, Nov. 11; Rudy Leal, Nov. 7. Pensioners: Richard B. Hollings, Nov. 2; Patrick J. Jennings, Sept. 20; Charles Johnson, Oct. 9; Geza V. Szanik, Oct. 8; Royal M. Webb, Sept. 30; Thomas J. Finncran, Sept. 29.

LOS ANGELES DIVISION: P. D. Brown, Aug. 8; John J. Chapman, Sept. 11; C. P. Cogdill, Aug. 24; R. E. Fifield, Nov. 9; James M. Graham, Sept. 26; O. J. King, Aug. 12; Alex Krueger, Nov. 14; C. A. Larson, Aug. 29; James E. Smith, Aug. 14; R. E. Schultz, Aug. 27; Ben A. Sunderman, Aug. 16; L. E. Tenesch, Sept. 14. Pensioners: Robert Baker, Sept. 23; Thomas W. Balkema, Sept. 22; Roy L. Donavan, Sept. 10; Seferino Fregozo, Oct. 2; Andrew J. Kelleher, Sept. 21; Charles W. Ketchum, Sept. 15; Clayton A. Messer, Aug. 17; George F. Miller, Oct. 10; Jacob T. Pudney, Oct. 9; Wheeler B. Young, Oct. 27.

SACRAMENTO DIVISION: Richard U. Ashby, Oct. 15; Orlando R. Herr, Oct. 8; Tommy Jordan, Oct. 8; Madison G. Watkins, Nov. 2. Pensioners: William J. Angle, Sept. 6; Edwin R. Clausnitzer, Sept. 27; Charles Kemper, Oct. 18; Alfred J. Maender, Nov. 7; Harry St. J. Nokes, Sept. 29; John E. Rife, Sept. 12.

PORTLAND DIVISION: Julius Abplanalp, Nov. 12; David C. Black, Oct. 3; Earl Bower, Aug. 10; W. Cereghino, Aug. 25; Clarence W. Dill, Nov. 7; Lloyd Elbon, Nov. 5; James W. Jackson, Aug. 18; P. E. Laughlin, Sept. 14; Pete A. Lodos, Oct. 7; Wm. J. O'Conner, Sept. 27; Howard L. Ray, Oct. 22; Charles L. Strasser, Oct. 5; Marion F. Wagy, Aug. 8. Pensioners: William E. Alderson, Oct. 29; Lyle A. Burdick, Sept. 15; Sidney Z. Clinton, Sept. 29; Konrad Fosback, Oct. 2; Allen M. Gorman, Nov. 3; Robert E. McNeal, Sept. 27; Samuel H. Miller, Sept. 30.

SALT LAKE DIVISION: Charles E. Howard, Oct. 15; Marion Jude, Nov. 3; Charles A. Jay, Sept. 26; Michele Mattucci, Nov. 3; Chester W. Beeton, Oct. 16. Pensioners: Otto H. Albertson, Oct. 25; Carl E. Gundlach, Sept. 24; Sidney R. Jenkins, Sept. 15; Pete Kokinis, no date; Charles Wonder, Sept. 26.

AL LEATHAM'S PROMOTION from electrical maintainer in the General Office building to division electrician, San Joaquin Division, was the occasion for a farewell party by his fellow workers in the Building Superintendent's office. Al (holding case) will have his headquarters in Bakersfield.



WESTERN DIVISION: Philip Bertsas, Sept. 25; Harry D. Clark, Oct. 30; Thomas D. Kettle, Oct. 27; Jackson McKillop, Nov. 13; Manuel Souza, Oct. 10. Pensioners: Andrew R. Dobbie, Oct. 15; William H. Kinney, Oct. 10; Theron R. McCuen, Oct. 11; Richard H. Norton, Sept. 14; Daniel P. Rico, Oct. 21; Noah E. Smith, Sept. 26.

SHASTA DIVISION: Pensioner: John D. Conway, Sept. 27.

RIO GRANDE DIVISION: J. E. Bosta, Nov. 4. Pensioners: Kruse Davis, Sr., Sept. 28; William Holmes, Sept. 15.

SAN JOAQUIN DIVISION: Pensioner: John Rimber, Sept. 17.

LOS ANGELES SHOPS: Pensioners: James A. Collinson, Sept. 13; Seth S. Huntley, Oct. 31.

SACRAMENTO SHOPS: John A. Anderson, Oct. 7. Pensioners: Henry W. Shartzer, Sept. 25; Benedict T. Thomas, Oct. 3.

HOSPITAL: Paul H. Krueger, Nov. 15.

GENERAL OFFICE: Alexander L. Arguello, Nov. 6; John J. McGreal, Sept. 27; Wm. Quinn, Aug. 23. Pensioners: William B. Halley, Oct. 26; Charles F. Holzwarth, Sept. 28; James H. P. Mason, Sept. 29.

DINING CAR: Lonnie E. Willis, Oct. 1.

STEAMSHIP LINES: Pensioners: Gustave Anderson, Oct. 7; Joseph K. Benziger, Oct. 19; James F. Pelata, Sept. 28.

STEAMERS: Pensioners: John J. Ward, Oct. 10; Robert R. Williams, Sept. 21.

SAN DIEGO & ARIZONA EASTERN RY. CO.: Pensioner: Gustav R. Pallas, Nov. 2.

NORTHWESTERN PACIFIC: Pensioners: James Coyle, Oct. 1; Varrow Ross Fenton, no date; Andrew W. Irwin, Oct. 28.

EL PASO SHOPS: Ramon Taboada, Aug. 21. Pensioner: John F. Ross, Oct. 2.

MARRIED & ENGAGED

Patricia A. Helms, clerk, Asst. Gen. Aud., SF, to Keith J. Thomson, August 31; Doris M. Reichard, voucher examiner, Asst. Gen. Aud., SF, to William J. Wallner, September 26; Juanita P. Colyar, asst. PR clerk, Ogden, to Robert L. Taylor, fireman, Salt Lake Div., November 10; Kay Taylor, general clerk, Engineering Dept., SF, to William Lee, October 30; Shirley Kimmel, stenographer, Motive Power Dept., SF, to Tom Cottingim, September 26; Frederick J. Hammers, messenger, Motive Power Dept., SF, to Elizabeth Stanley, October 16; Dorothy Calbreath, clerk, Gerber, to John Faulani, October 24; Betty Reneghan, secretary, Industrial Dept., SF, to Ernest Salera, October 9; Wanda Barber, timekeeper, Roseville, to Keith Manhart, October 10; Jack Belote, fireman, Roseville, to Anita Stanley, November 7; Nancy Trujillo, PFE, LA, to L. Sandoval, September 4; Mable G. Dale, telephone clerk, Klamath Falls, to Gus Mosby, October 13; Jean Thomas, clerk, Roseville, to Robert Cannon, freight carman, August 17; Doris D. Hunter, B&B timekeeper & material clerk, Sacramento, to Robert H. Hill, September 4; Chester E. Rush, machinist, El Paso Shops, to Lucile Foley, May 29; Guillermo Loya, blacksmith, El Paso Shops, to Bernarda Maldonado, July 17; Joseph Abdalla, machinist, El Paso Shops, to Julia Esquivel, July 24; Carl E. Testorff, telegrapher, Portland, to Corrine Small, Nov. 7; Darrell F. Cronoble, dispatcher, Portland, to June Bowman, Sept. 24; Morella Kelley, teletype operator, and Earl Owens, yard clerk, both of Brooklyn yard, Oct. 9; Emma Durand, clerk, Aud. Misc. Accts., SF, to Roy Lippi, formerly in same dept., Oct. 23; Jenny Morini, clerk, and Lee Sadler, clerk, both of Aud. Misc. Accts., Oct. 25.



BABY SHOWER for Anne Xanders, steno-clerk in General Advertising Dept., was given by some of her friends in General Passenger Dept. Present were Elsie Roush, Mabel Hardin, Grace Hirsch, Betty Bower, Fanny Harris, Mrs. G. M. Carman, Marjorie Glover, Ada Rink, Ruth Carroll, Josephine Riccari, Rosemarie Marrone, Ann Mirabito, Mildred Stout, Marion Nordseth, Alice Sacovitch, Joan Emerson, Lucy Low, Adelaide Klingenberg, Eda Cubicciotti, Marjorie Lane, Agnes Peacock, Helen Tait and Olga Hess.





NEWLYWEDS Evelyn Reznick and Robert Bjerk cut immense wedding cake following marriage ceremony on September 10. Evelyn is clerk in master mechanic's office, Brooklyn; Bob is clerk in Portland Timekeeping Bureau.

Engagements: Marjorie Kreps, secretary, Portland, to Leonard Gaffney; Arthur G. Lutz, fireman, Roseville, to Dorothy Schrader; William Fields, fireman, Roseville, to Jeanette Rastler; Betsy Ross, Pass. Accts., SF, to Tim Brosnan; Dorothy Frances, Pass. Accts., SF, to William Nova; Barbara Petersen, clerk, Aud. Misc. Accts., to John Oliver; Mary Switenki, clerk, Aud. Misc. Accts., to Dean Skidmore; Carol Machol, secretary in Freight Traffic Dept., SF, and *Bulletin* reporter, made her own news when she announced her engagement to R. W. Siden, formerly of Purchasing Dept.

BORN

Sons arrived at the homes of W. E. Foreman, motor car repairman, Brooklyn, Aug. 12; Joseph M. Fitzsimmons, pass. clerk, Portland Div., Sept. 13; C. F. Weinzapfel, engineer, Tucson, Oct. 11; Jose Dominguez, boilermaker helper apprentice, El Paso Shops, July 17; Rudi E. DeHaro, machinist helper, El Paso Shops, Sept. 1; Jennie Vance, PFE, LA, Sept. 11; David Sullivan, clerk, Aud. Frt. Accts., SF, Oct. 21; Frank V. Lopez, machinist helper, Roseville, Sept. 19; William Carmassi, pipefitter, Roseville, Oct. 15; Don Korff, general foreman's clerk, Roseville, Oct. 1; William E. Hoffner, engineer, Roseville, Nov. 6; C. J. Sullivan, Engineering Dept., Tucson, Oct. 15; James Akins, sheetmetal worker appr., Bayshore, Nov. 20; Joe Gary, stockman's assistant, Stationery Store, SF, Nov. 23.

And it was daughters for Marvin Palmer, machinist helper, Roseville, November 7; R. C. Mills, lineman, West Oakland, Oct. 5; D. C. Stephens, yardman, Indio, Oct. 25; Carl F. Cole, engineer, Roseville, Oct. 23; William M. Gorton, machinist helper apprentice, El Paso Shops, July 8; Clayton Pezzy, chief rate clerk, Dist. Frt. Office, Oakland, Sept. 28; Lloyd McVeigh, rate clerk, Gen. Frt. Office, SF, Oct. 6; Les Pierce, secretary to asst. frt. traf. mgr., SF, July 14; Howard Carroll, sheetmetal worker helper appr., Bayshore, Nov. 17; Eugene V. Sperle, telegrapher, Eugene, Oct. 8.

Even the "toot" costs more!



To make the steam which blows a locomotive whistle used to cost about one-third of a cent per "toot." Today it costs at least twice as much.

That's a small thing—but it's typical of the way the cost of running railroads has gone up.

Take, for example, the 3,000 cross-ties in the average mile of track. Prewar, they cost less than $2.00 each, in place. Today, the cost is up to $4.00 each. And the rail—about 175 tons of it in the average mile of track—costs $30.00 a ton more than it did in 1939.

Freight cars, which used to cost $2,500 apiece, now cost more than $4,000. And the prices that railroads must pay for fuel—whether coal or oil—have considerably more than doubled since 1939.

But in the same years the rates that railroads charge for their essential services have gone up less than half as much as the average increases in wage rates and the prices railroads must pay for materials and supplies.

What does this mean to you?

Just this—our nation needs railroads which are strong and healthy. That's the only kind of railroads that can produce adequate, low-cost transportation in time of peace—and meet national needs in time of war.

And the only way to have railroads that are strong and healthy is to have railroads whose revenues keep pace with today's increased costs.

ASSOCIATION OF AMERICAN RAILROADS
WASHINGTON 6, D. C.

Listen to *THE RAILROAD HOUR presenting the world's great musical comedies. Every Monday evening over the ABC network, 8-8:45 Eastern, Mountain, and Pacific Time; 7-7:45 Central Time.*